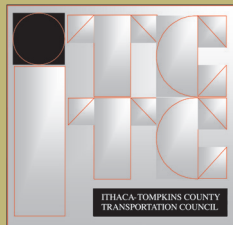


# ITHACA BICYCLE MAP



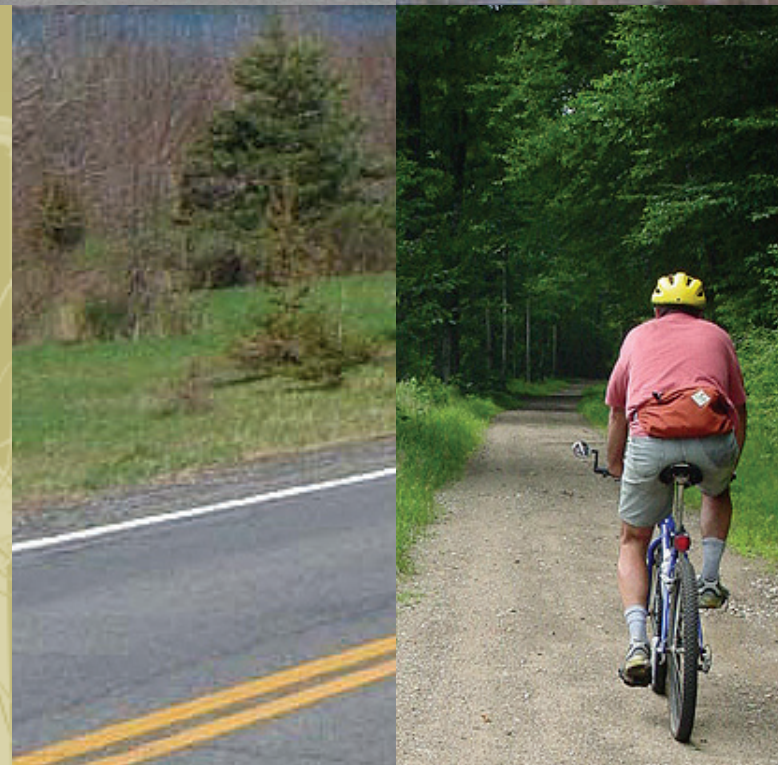
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Federal Highway Administration  
Federal Transit Administration

To obtain maps or suggest corrections, email [itctc@tompkins-co.org](mailto:itctc@tompkins-co.org).

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## Ithaca & Tompkins County Bicycle Map

## CITY OF ITHACA



2010

Road Conditions  
Trails  
Bike Rides  
Bikes on Buses



### BICYCLING TIPS & CONSIDERATIONS

Bicycling is an efficient, fun, and healthful way to get around Tompkins County and the City of Ithaca. The ratings on this map may be used as a guide for selecting routes to travel between different points. The roads have been color-coded to represent how suitable the conditions for bicycling are on a particular stretch of roadway for an average bicyclist.

Please remember that road conditions may change; bicyclists must always be prepared for heavy volumes of traffic, traffic conflicts, potholes, loose debris, road construction, changes in weather, open car doors, other vehicles, pedestrians, and other road hazards. This map represents conditions in the spring/summer of 2010.

- Bicycling on Route 13 (Expressway) between Day Street and Warren Road is prohibited by law.
- Bicyclist must share all roads / streets with other vehicles.
- State roads usually have wide shoulders for use by bicyclists, however they also carry the highest traffic volumes and have the highest speed limits. Some cyclists may prefer alternate routes.
- Bicyclists should be aware that traffic volumes may vary by time of day and/or depending on locally scheduled events (i.e. festivals, farmers market, etc).
- Bicyclists must assess their own riding skills to determine if they possess sufficient ability to adapt to changing traffic patterns, road conditions, and the steep slopes indicated.
- Bicyclists must adhere to New York State and local bicycle laws ([www.nysgsc.state.ny.us/bike-vt.htm](http://www.nysgsc.state.ny.us/bike-vt.htm)), and assume responsibility for their own safety when using the road ratings on this map.

The Ithaca-Tompkins County Transportation Council, its member agencies and staff do not guarantee the safety of the rated road segments indicated on this map for use by bicyclists, and assume no liability for personal injuries or property damage resulting from the use of this map.

### BICYCLING SUITABILITY DEFINITIONS

This map can be used by anyone ranging from the beginner to the more expert cyclist. However, the rankings and bike suitability ratings were created for the average cyclist. Therefore, there may be disagreements with the ratings. The average cyclist can be defined as one who prefers routes with less traffic and more room for safe cycling, and is familiar with the rules of the road. The cyclist should be confident on roadways yet be more confident on less steep grades.

- NOTE:
- The steepness of roads is not included as part of the road rating, but is instead indicated separately by single (steep) and double (very steep) arrows at appropriate locations (Steep is 4% to 8%; Very Steep is greater than 8%).
  - Dirt and gravel roads are indicated on the map but are not rated for bicycling for the purpose of this map and no steepness indicator arrows are provided for them.
  - Tompkins County roads and City of Ithaca streets are rated differently.

#### Tompkins County Map

Bicycle suitability ratings for roads in Tompkins County are based on a variety of existing road conditions and features such as posted speed limits, shoulder material / width / condition, pavement quality and amount of daily traffic. A steep grade indicator is also shown on this map to supplement the bicycle suitability rating. The definitions below outline the typical conditions for each suitability definition at the time of its rating. Also keep in mind that the suitability ratings are subjective and that the actual conditions may vary. Road characteristics will vary when cycling through hamlets and villages.

**Excellent (most suitable) road for cycling.** Highly recommended for bicycling. On County and Local Roads: low traffic volume, lower posted speed, and excellent road condition. May have paved shoulder. On NY State Roads: medium traffic volume with excellent paved shoulder.

**Good road for cycling.** Recommended for bicycling. On County and Local Roads: low-to-medium traffic volume and good, but not excellent, road condition. No paved shoulder. On NY State Roads: medium traffic volume, good-to-excellent road condition, with excellent paved shoulder.



**Average road for cycling.** Acceptable for bicycling. On county and local roads: Low-to-medium traffic volume and average, but not good, road condition. No paved shoulder. On NY State Roads: medium-to-heavy traffic volume with excellent paved shoulder.

**Fair road for cycling.** Only marginally suitable for bicycling. On county and local roads: Low-to-medium traffic volume and fair-to-average road condition. No paved shoulder. On NY State Roads: heavy traffic volume with excellent paved shoulder.

**Least Suitable.** These roads were considered least suitable for bicycling. On county and local roads: Medium to high traffic volume, no shoulders, and fair or below fair road conditions.

**Multi-Use Trails:** Off-road paths for walking, bicycling, in-line skating, etc. which are restricted to non-motorized vehicles use.

**Off-Road Links:** Paths and sidewalks which can be used as shortcuts by bicyclists and pedestrians – these are not approved as formal trails.

**Cornell Bike System:** A combination of on-road and off-road facilities and paths designated by Cornell University. Some paths are shared with pedestrians and require dismounting. For more information on Cornell Facilities visit: [www.bike.cornell.edu/](http://www.bike.cornell.edu/) For Cornell Campus Bike Map visit: [http://transportation.cornell.edu/tms/cmp/parking/commuting/walkers/upload/Bike\\_map\\_web-10.pdf](http://transportation.cornell.edu/tms/cmp/parking/commuting/walkers/upload/Bike_map_web-10.pdf)

#### City of Ithaca Map

For the City of Ithaca, streets are ranked based on traffic volume only. In general, streets in the City of Ithaca are narrow with no bike lanes and have parked cars on one or both sides of the street. Caution should be used when biking. The streets shown on this map are the principal streets in the City - unrated streets would generally be considered to have very low traffic volumes. The Ithaca Commons is a dismount area where bikes need to be walked.

#### Total Volume Ranking for the City of Ithaca:

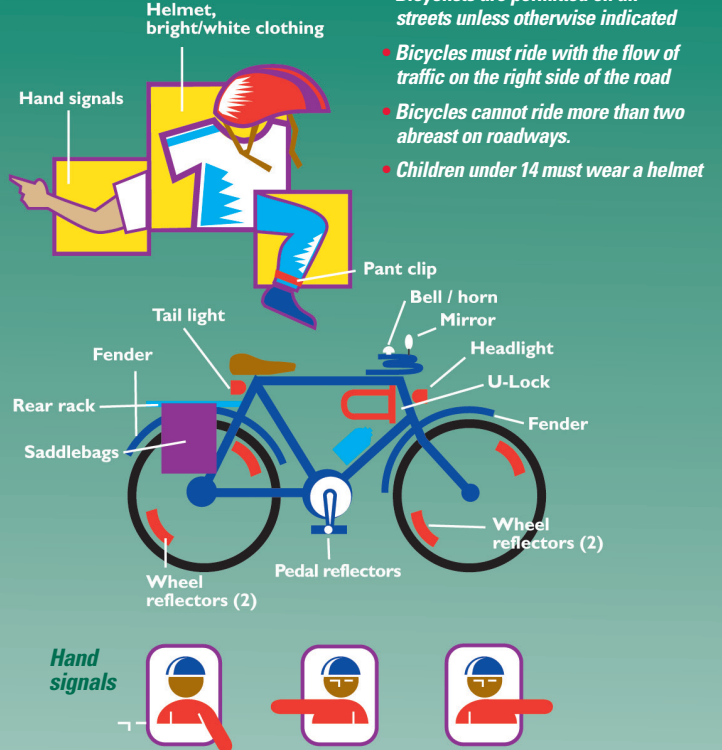
Very Low	Less than 1,000 vehicles per day
Low	1,000 - 2,999 vehicles per day
Medium	3,000 - 8,000 vehicles per day
Heavy	More than 8,000 vehicles per day

### SAFETY

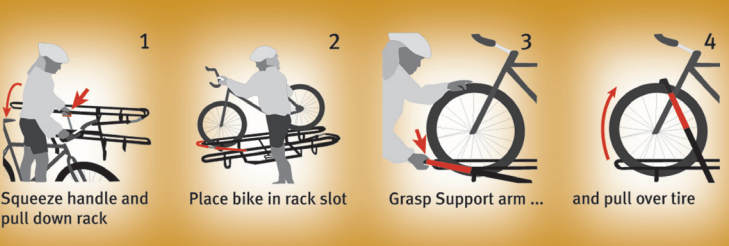
#### Bicycling Rules of the Road

The laws regulating bicycling on New York's roads define the rights and duties of bicyclists as well as the motorists with whom they share the roadway. Bicyclists and motorists basically have the same rights and duties, and the laws governing traffic regulation apply equally to both.

#### The Street-Smart Cyclist



### BIKE ON BUS



Every bus in the TCAT fleet has a bicycle rack mounted on its front end. These racks can help cyclists tame the hills and weather of Tompkins County. There is no additional fare for using the bike racks. TCAT is an innovator. In 1996, TCAT was the first bus system in New York State to install bike racks.

fleet-wide. TCAT buses carry 17,000 bicycles a year and encourages people to get out and ride. Remember, a TCAT bus is your ultimate hill climbing gear!

#### Rules

For safety reasons, the driver cannot get off the bus to assist you. Please follow the instructions above and printed on the rack.

- Bike racks are first come, first served. Each bus can carry 2 bikes.
- There is no additional fare for using the bike rack.
- Children 10 or younger must be accompanied by an adult to load and unload bikes.
- All people using the rack must be strong enough to load and unload their bike.

### BIKE RIDE

*Suggestions*

#### Finger Lakes Cycling Club

Cue sheets for these and other rides are online at [http://fclccycling.org/?page\\_id=66](http://fclccycling.org/?page_id=66)

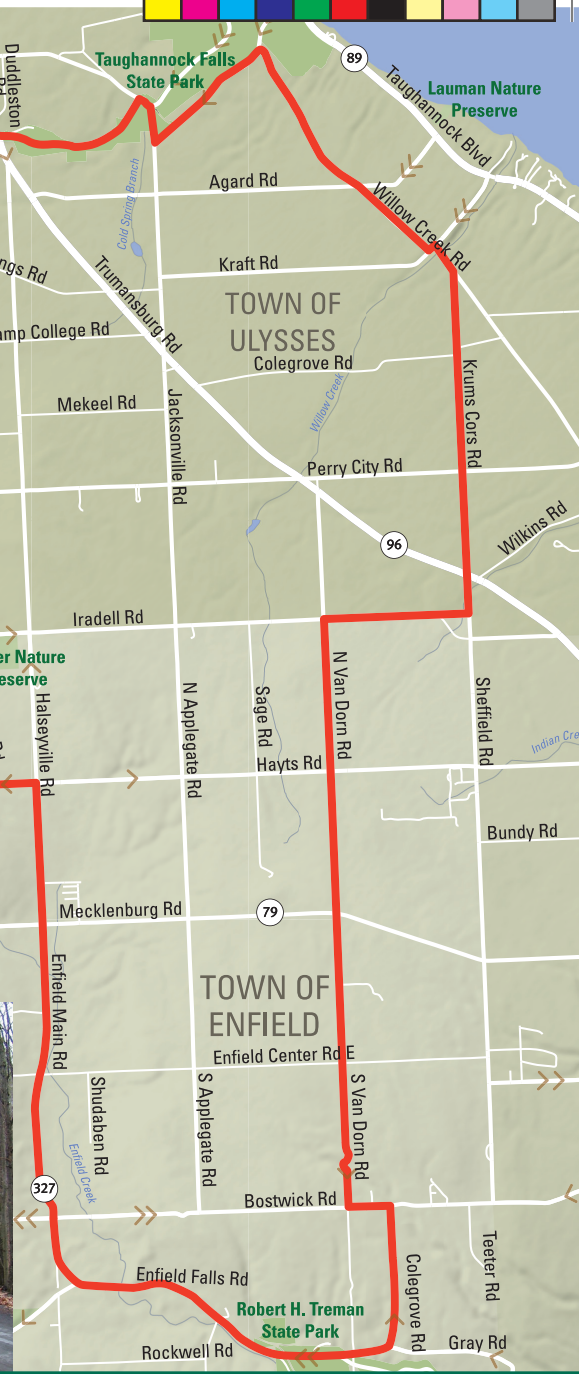
### Two Gorges

Start: Taughannock State Park

Mileage: 28 miles

Description: Moderate

This ride connects two of the outdoor jewels of our area — Taughannock Falls State Park and Robert H. Treman State Park. (A third state park, Buttermilk Falls, is also very much worth visiting). Each of the parks deserves a separate visit, and you may want to spend time at either or both as part of this ride. Provided here, though, is just the route between the upper ends of the two parks.



### Cass Park to Taughannock Overlook

Start: Cass Park

Mileage: 22 miles

Description: Moderate/Difficult

This ride connects Cass Park to Taughannock Falls State Park. Start at Cass Park pavilion on Route 89 just north of the inlet bridge. Begin by taking a left turn out of the park onto Route 89.



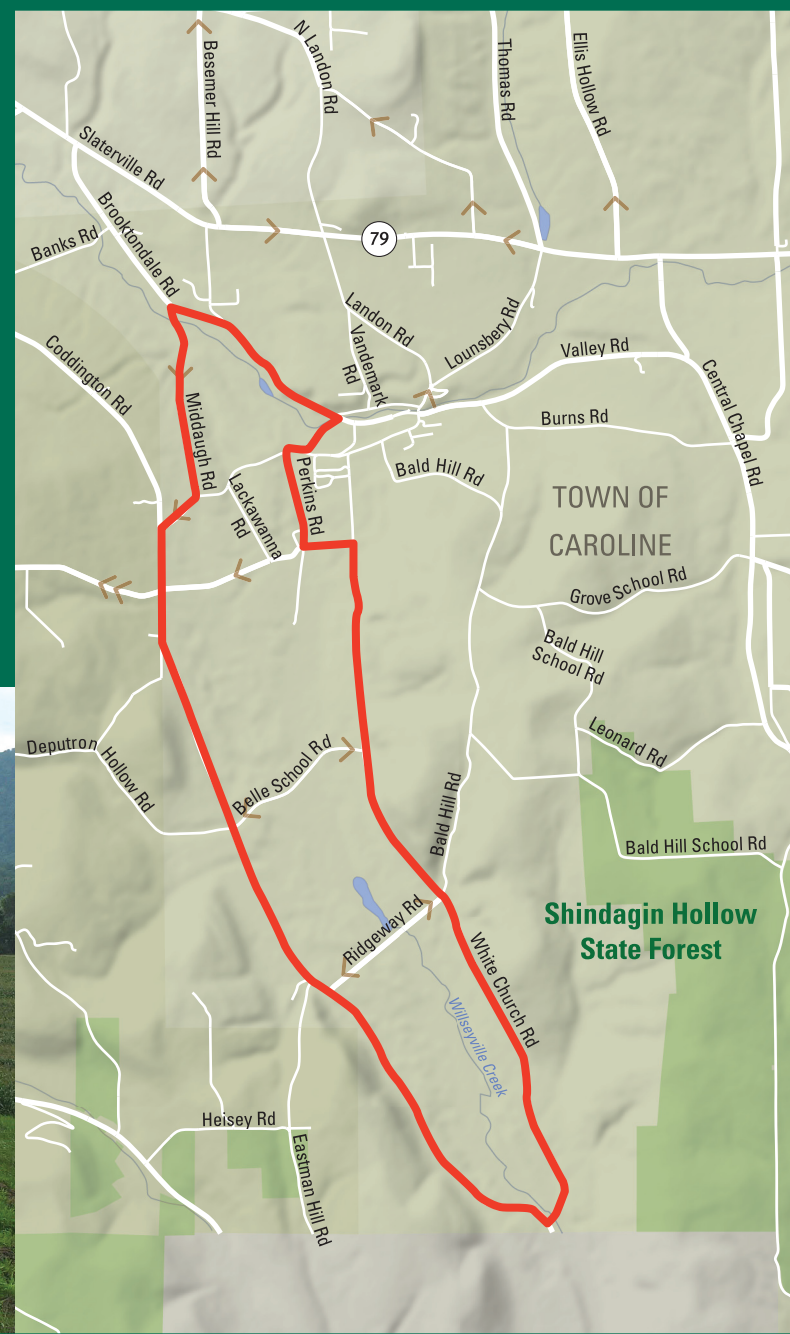
### The Long Valley

Start: Brooktondale Post Office

Mileage: 12 miles

Description: Easy

This ride has a minimum of hill climbing, an unusual thing in this part of the world. People who are out of shape, uncertain of their riding skills, or worried about their stamina can safely consider this ride -- the whole ride is only 12 miles (easier than you might think!), but there are two potential shortcuts to make the ride even shorter if you feel the need.



### Ridges and Hollows

Start: Freeville, NY 366 and NY 38

Mileage: 32 miles

Description: Difficult

A loop from Freeville over the ridge at Pleasant Valley to Salmon Creek and back.



# TOMPKINS COUNTY BICYCLE MAP

